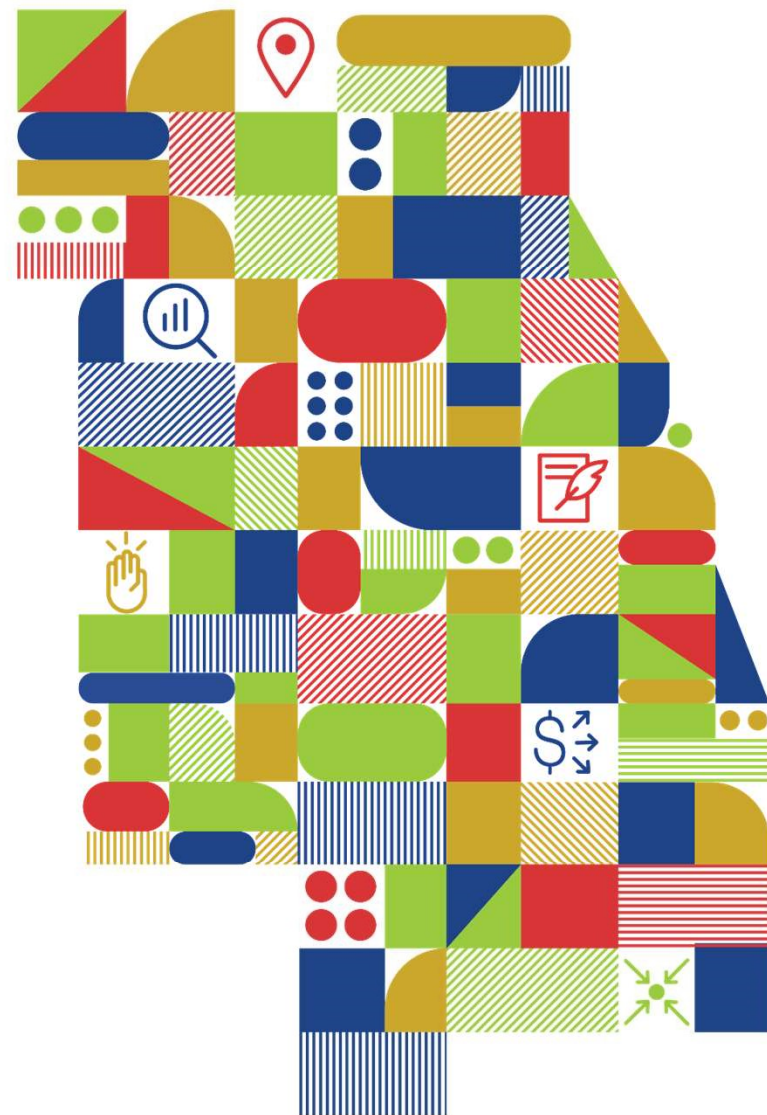




CMAQ, TAP-L & STP Shared Fund Call for Projects

Helping communities prosper through
transportation investments

January 6, 2021

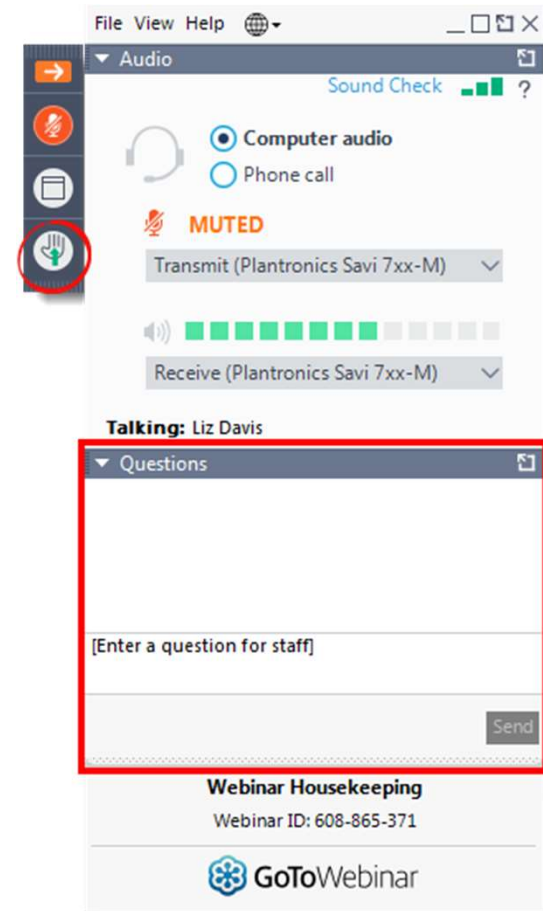


Welcome!

How to participate

- Please submit your questions and comments using the Questions panel
- When we reach the end of a section, you can also raise your hand to be unmuted for verbal questions.

Note: Today's session is being recorded and will be posted on the call for projects webpage, along with the presentation slides and a log of questions and answers.



Call for Projects Webinars

January 6, 2021 – Funding programs and eligible projects

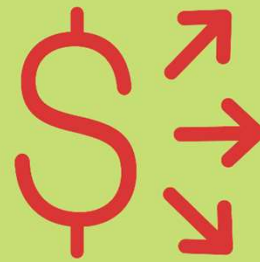
January 15, 2021 – How to submit an application via eTIP

www.cmap.illinois.gov/mobility/strategic-investment/regional-transportation-programs/call-for-projects

or

cmap.is/2021callforprojects

Funding Programs and Eligible Projects



Webinar Overview

Describe the 3 Funding Programs

Eligible Project Types and Application Requirements

Application Evaluation Criteria

Call for projects schedule

Programming Responsibility

As the MPO, CMAP is responsible for allocating certain federal funds directly to local transportation projects

- Solicit applications from local governments, highway and transit agencies
- Highway, transit, and bicycle/pedestrian projects
- Engineering, right-of-way acquisition, construction for maintenance, modernization, and expansion
- Apply methodologies developed by project selection committees

Guided by ON TO 2050 principles

Inclusive Growth

Resilience

Prioritized Investment

Programming process

Program for 5 years at a time (3 years for TAP)

Cannot program more than is reasonably expected to be available in each year

Calls for Projects issued every two years

Goal of each call is to program the final two years and “fill in” where available in the other years

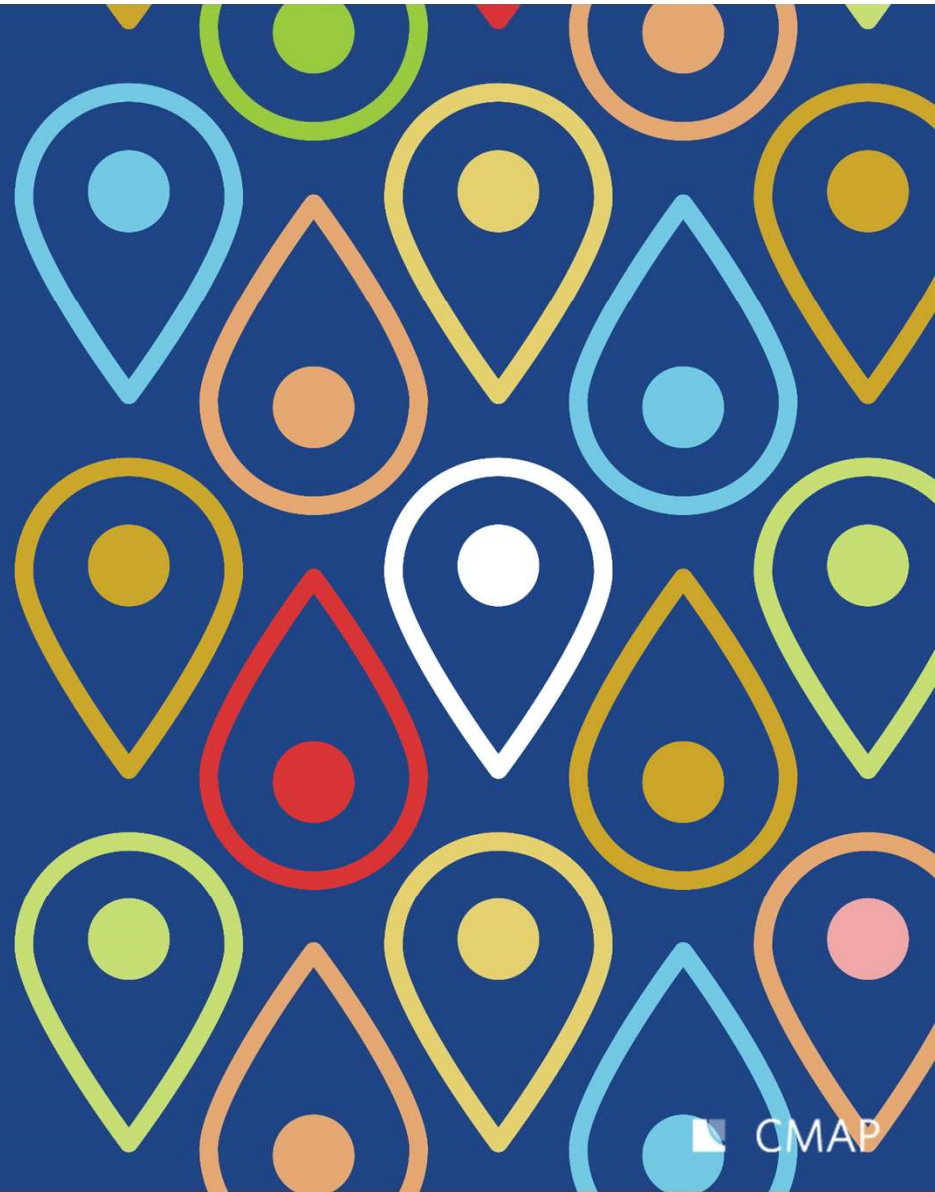
Funding Programs

Surface Transportation Program (STP) Shared Fund

Congestion Mitigation and Air Quality Improvement
Program (CMAQ)

Locally programmed Transportation Alternatives Program
(TAP-L)

STP Shared Fund



Surface Transportation Program (STP)

Approximately \$22 million annually to accomplish projects that can make large and lasting regional contributions

Road reconstruction or expansion, transit stations, bus speed improvements, safety, truck routes, highway-rail grade crossings, and bicycle/pedestrian barrier elimination

Evaluated on readiness, transportation impact, planning factors, and subregional priority

Basic eligibility

Total cost of project > \$5 million *or* project has multiple partners

Preliminary (phase 1) engineering substantially complete

Project is included in a local or regional plan

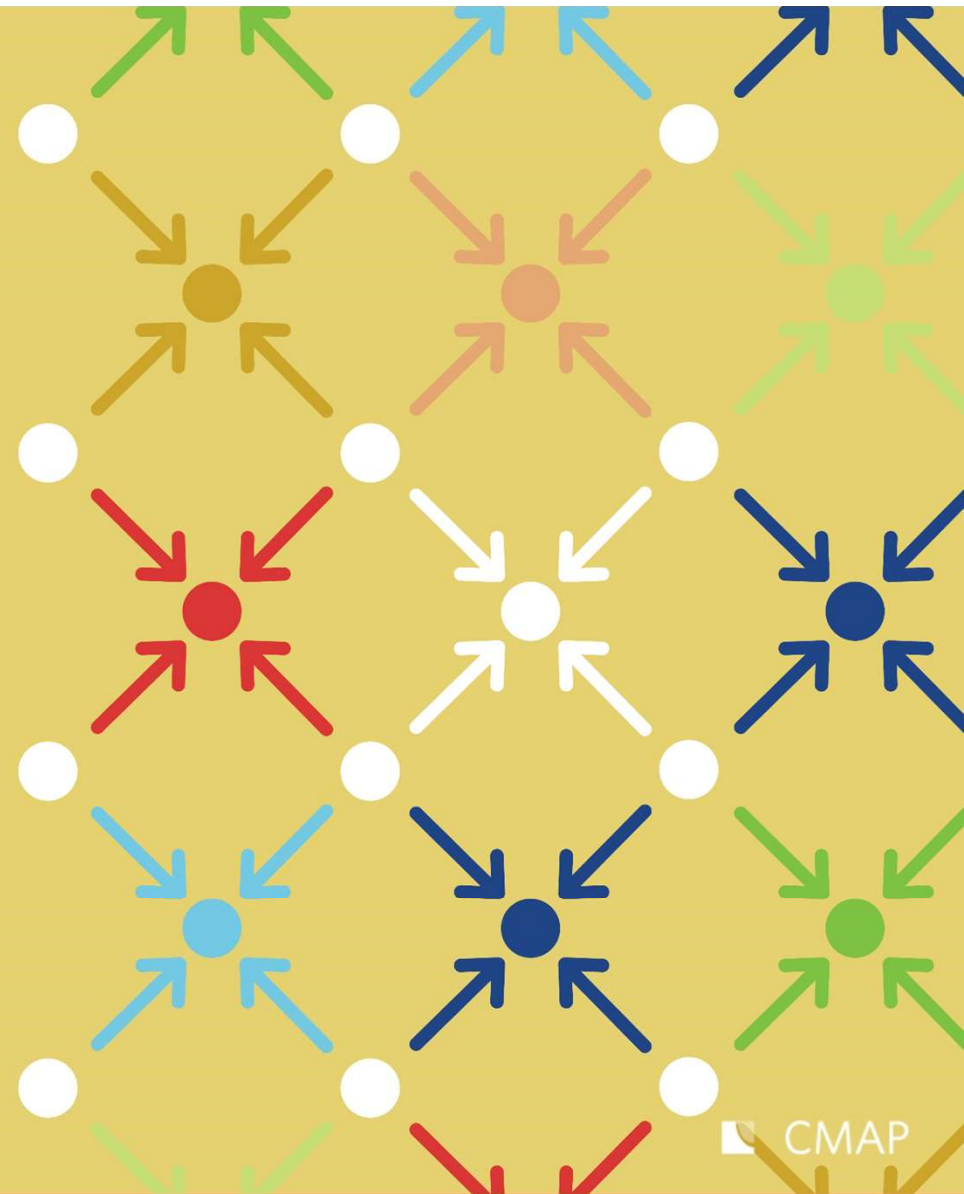
What about existing projects?

Active program projects may request schedule or cost changes

Contingency program projects must reapply as new projects

Partially-funded STP-L (or other fund sources) may apply as new projects to fill funding gaps

CMAQ



CMAQ Program

Non-attainment for Air Quality Standards

Approximately \$110 million per year



CMAQ Eligible Project Types

Transit Service/Capital

Traffic Flow Improvements

Bicycle Facilities

Direct Emission Reduction

Other/Demonstration

CMAQ Ineligible Project

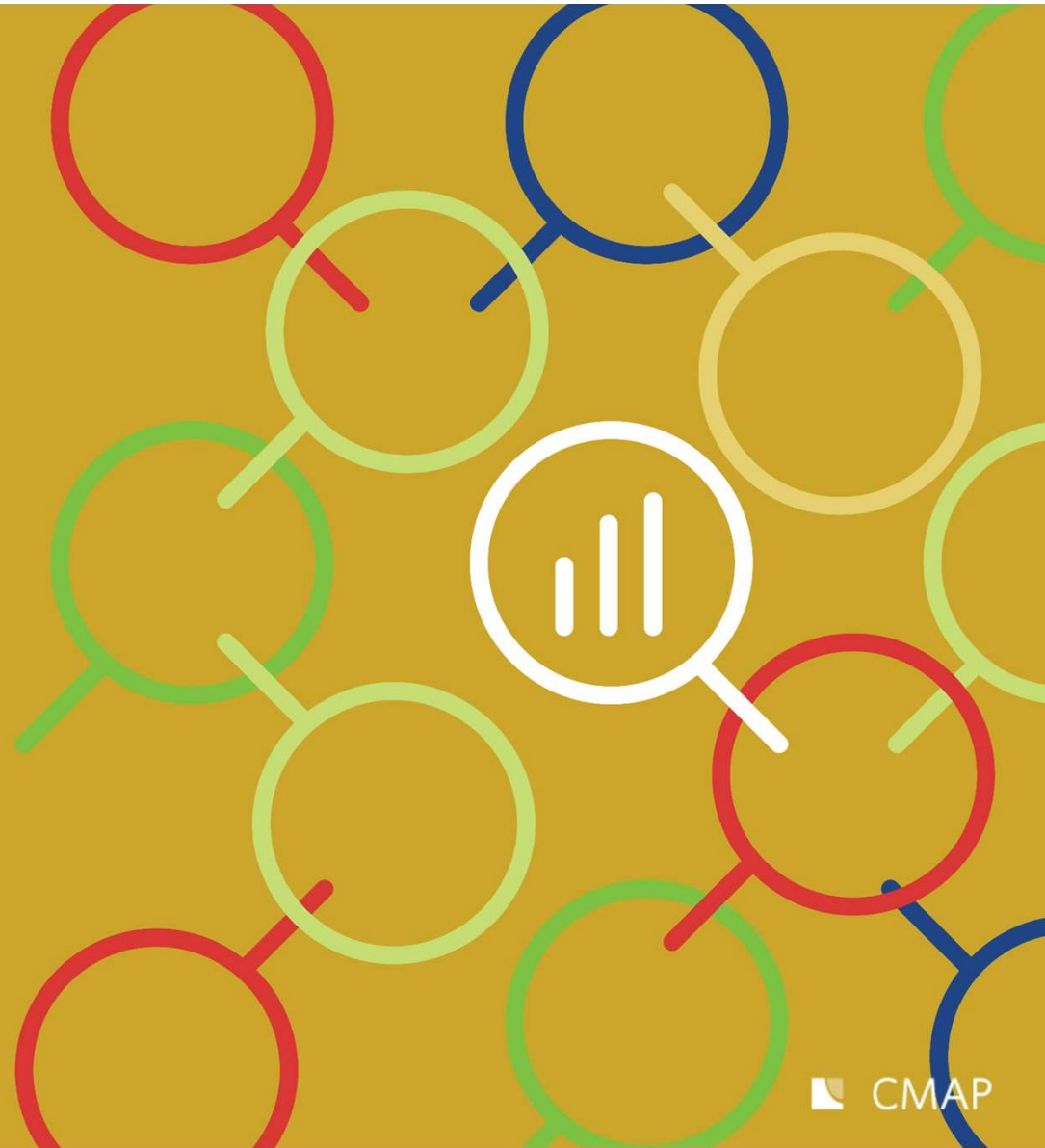
Single Occupancy Vehicle Throughput Lanes

Existing Transit Service

In-kind Replacements/Maintenance



TAP-L

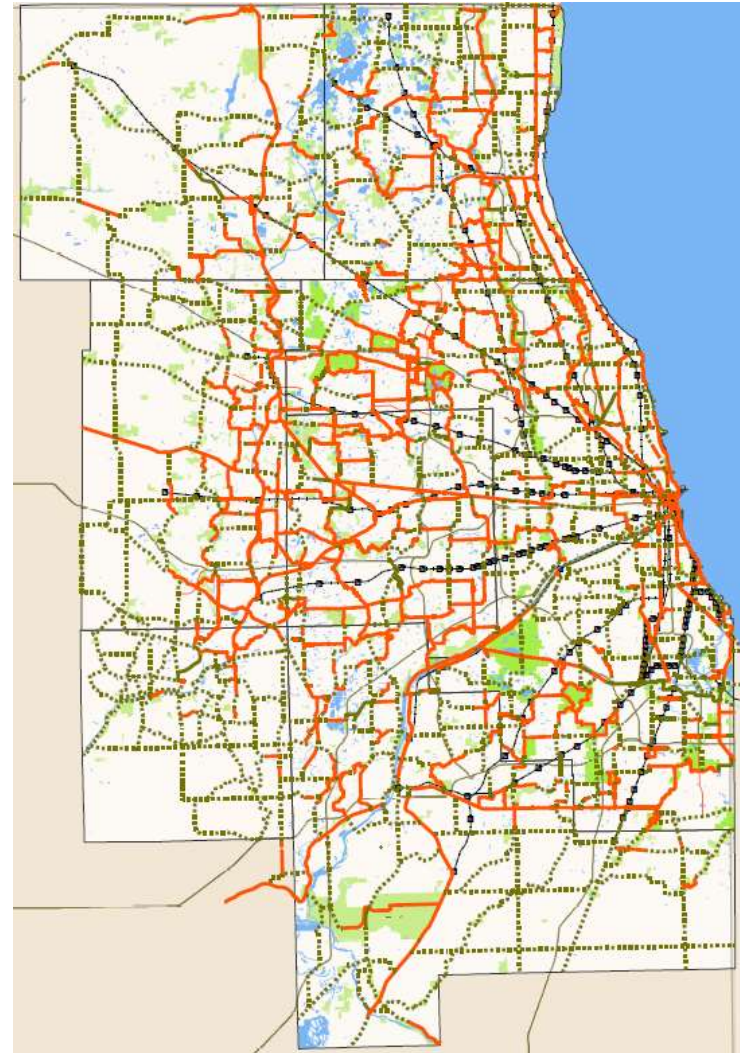


TAP-L Program

Focus on Regional
Greenways and Trails Plan
(RGTP)

Bicycle Facilities

Approximately \$9 million
per year



Requirements for All



Sponsorship

Unit of government – levy taxes

Includes: state agencies, municipalities, counties, townships, park districts, forest preserve districts, transit agencies

STP: Non-municipalities are strongly encouraged to partner with a municipality

TAP: IDOT may not sponsor but may partner

Private & Non-profits may not sponsor but can partner

Preliminary/Phase I Engineering

Ineligible for funding

Hardship Exemption – highest need communities
(Cohort 4 in the FY20 Community Cohorts document)

Required to be substantially complete prior to application
deadline

CMAQ Signal Interconnects – no funding for phase II
(design) engineering

Local Match

20 percent minimum required for each phase

Non-federal: local MFT, Rebuild Illinois, state funds, Invest in Cook, private, etc.

Soft Match is eligible but not recommended

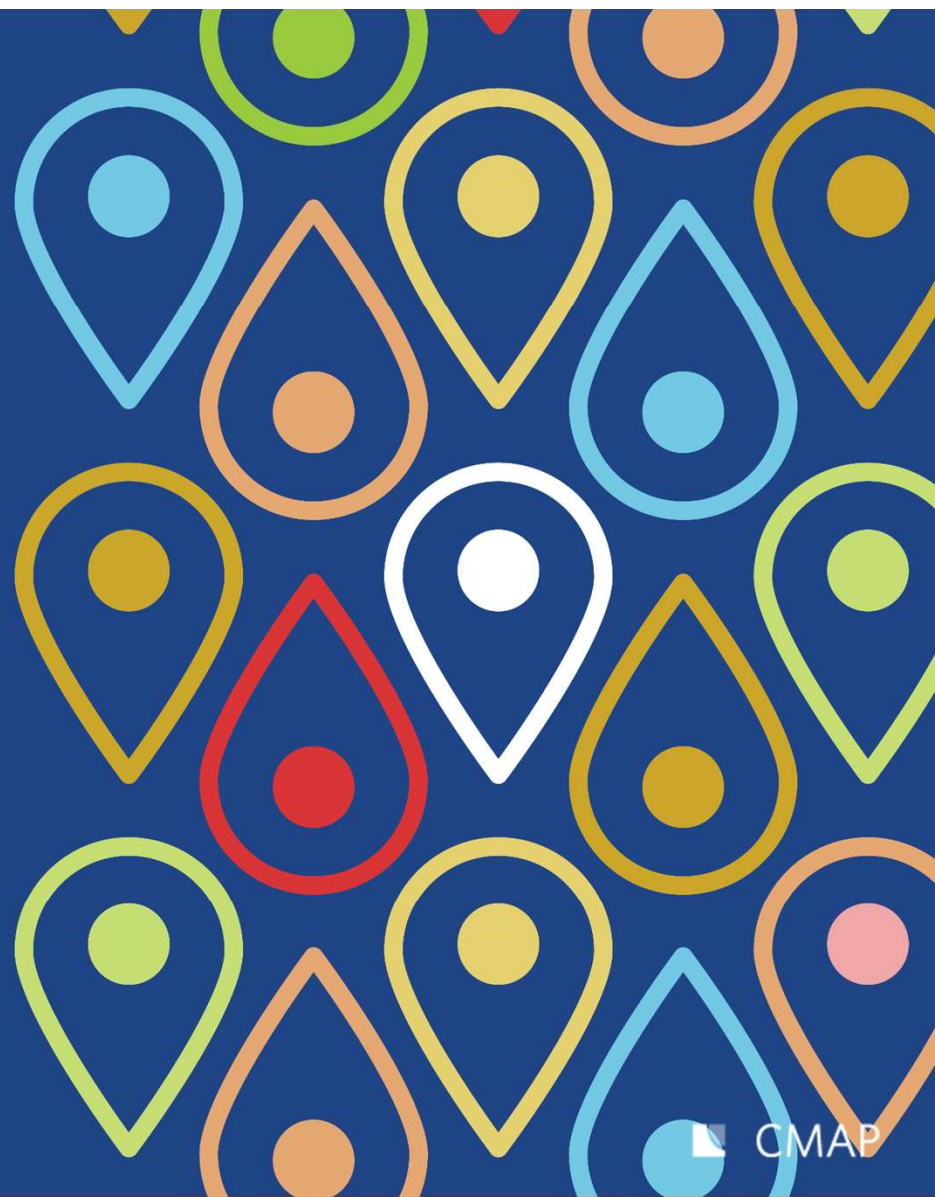
Transportation Development Credits: highest need communities only

Reimbursable grant programs

**Eligibility
questions?**



STP Shared Fund Evaluation



Scoring matrix

Evaluation criteria	Points	Applies to
Project Readiness	15	All project types
Engineering/Land Acquisition	10	All project types
Financial Commitments	5	All project types
Transportation Impact	50	All project types
Current condition/need	20	All project types
Improvement	20	All project types
Jobs/Housing benefit	10	All project types
Planning Factors	30	All project types
Inclusive Growth	15	All project types
Complete Streets	10	Bike/ped barriers; bridges; hwy/rail crossings; safety; truck routes
Complete Streets	5	Bus speed; road expansion; road reconstruction
Green Infrastructure	5	Bike/ped barriers; hwy/rail crossings; road expansion; road reconstruction; transit stations; truck routes
Freight Movement	5	Bridges; safety; road expansion; road reconstruction
Transit Supportive Density	10	Bus speed; transit stations
Subregional Priority	5	All project types
Total possible points	100	All project types

Project Readiness

Engineering completion and ROW acquisition (10 points)

Financial commitments (5 points)

Transportation Impact

Existing condition/need – 20 points

Improvement (cost effectiveness) – 20 points

Jobs/household impact – 10 points

Existing Condition /Need

Project Type	Existing Condition/Needs Evaluated
Bicycle and Pedestrian Barrier Elimination	Route characteristics Market for facility Connectivity
Bridge Reconstruction or Rehabilitation	NBI sufficiency rating
Bus Speed Improvements	On-time performance Bus travel time vs. auto travel time
Corridor/Small Area Safety	IDOT Safety Road Index (SRI)
Rail-Highway Grade Crossing Improvements	2019 Grade Crossing Prioritization rank Priority location
Road Expansions Road Reconstructions	Pavement condition Mobility Reliability Safety
Transit Station Improvements	TERM condition rating % of roads in station area with no sidewalk Lack of bicycle parking or bike-sharing docks
Truck Route Improvements	Pavement condition Mobility Reliability Safety Truck volume Geometric deficiencies

Improvement

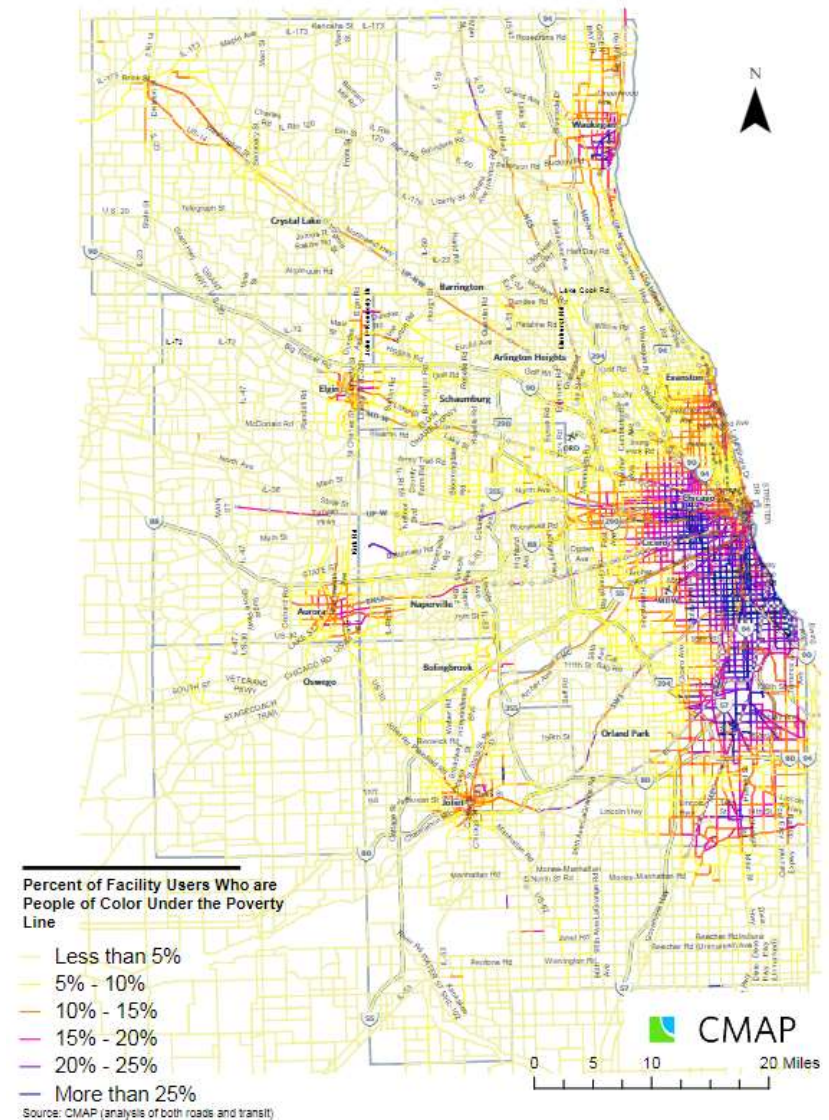
Project Type	Improvements Evaluated
Bicycle and Pedestrian Barrier Elimination	Route characteristics
Bridge Reconstruction or Rehabilitation	Deck, superstructure, and substructure condition ratings Bridge load posting Insufficient lane widths Safety features
Bus Speed Improvements	On-time performance Bus travel time vs. auto travel time
Corridor/Small Area Safety	Potential crash reduction
Rail-Highway Grade Crossing Improvements	Delay Safety
Road Expansions Road Reconstructions	Mobility (expansions only) Condition (reconstruction only) Systematic improvements
Transit Station Improvements	TERM condition rating New + improved sidewalk Addition of bicycle parking or bike-sharing docks
Truck Route Improvements	Mobility Geometric deficiencies Systematic improvements Mitigation of negative impacts

Planning Factors

Project Type	Maximum Points by Planning Factor					
	Inclusive Growth	Complete Streets	Green Infrastructure	Freight	Transit supportive density	Total
Bicycle/Pedestrian Barrier Elimination	15	10	5	0	0	30
Bridge Rehab or Reconstruction	15	10	0	5	0	30
Bus Speed Improvements	15	5	0	0	10	30
Corridor/Small Area Safety Improvements	15	10	0	5	0	30
Highway-Rail Grade Crossing Improvements	15	10	5	0	0	30
Road Expansion	15	5	5	5	0	30
Road Reconstruction	15	5	5	5	0	30
Transit Station Improvements	15	0	5	0	10	30
Truck Route Improvements	15	10	5	0	0	30

Inclusive Growth

Percent of facility **users** that are people of color and below the poverty line



Complete Streets & Green Infrastructure

Local jurisdiction has adopted policies

Project includes elements

Freight movement

Project located on a regional freight network

Sponsor or local jurisdiction has freight policies or procedures in place

Transit supportive land use

Project located in areas where zoning and urban design requirements are transit-supportive

Higher residential and non-residential densities

Innovative parking requirements

Mixed-use zoning

Subregional Priority

Each council and CDOT identify their 5 highest priorities from all applications received

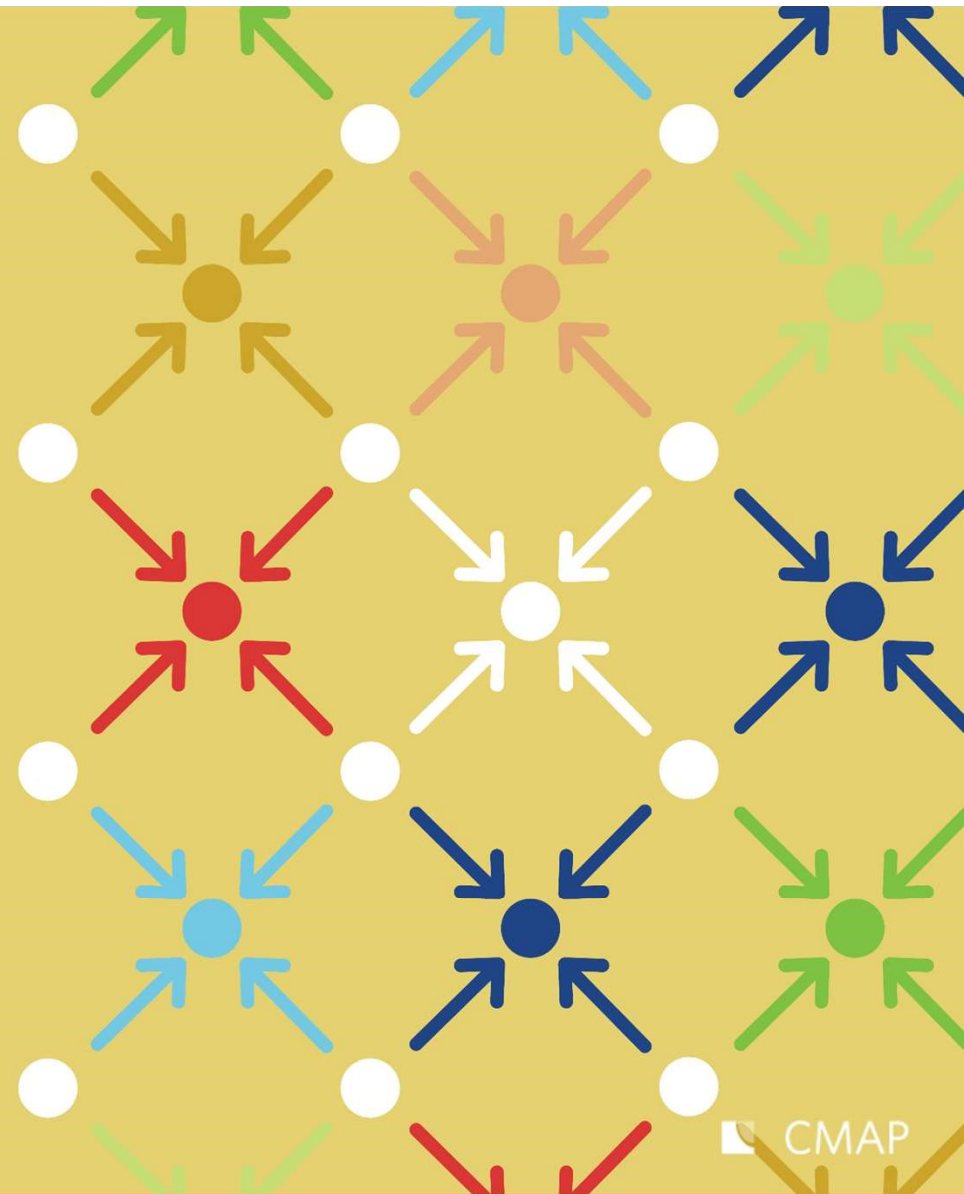
Projects can receive points from multiple councils, up to a maximum of 5 pts

Priority	Points
Highest priority	5
2 nd highest priority	4
3 rd highest priority	3
4 th highest priority	2
5 th highest priority	1

Shared Fund evaluation questions?



CMAQ Evaluation



Screening Criteria

Air Quality Benefit

Bicycle Facilities – Adopted or Approved Plan

Schedules must be realistic

Project Evaluation Scoring

60 points for air quality cost effectiveness

30 points for project type impact criteria

10 points for inclusive growth

Air Quality Cost Effectiveness

Emission Reduction Benefit

Volatile Organic Compounds (VOC)

Particulate Matter (PM) + Nitrogen Oxides (NOx)

Total Project Cost

\$ per Kg of VOC eliminated

or

\$ per Kg of PM/NOx eliminated

Transportation Impact Criteria (TIC)

Project type	Criteria and Weights		
Highway	Reliability 15	Safety 5	Corridor/Transit Improvement 10
Transit	Ridership 10	Reliability (transit service) or Asset Condition (transit facilities) 10	Transit Supportive Land Use 10
Bicycle	Safety & Attractiveness 10	Transit Accessibility 10	Facility Connectivity 10
Direct Emissions Reduction	Benefits Sensitive Population 25		Improves Public Fleets 5

Highway TIC

Travel Time Reliability - 15 points

Planning Time Index (PTI) – 10 points

Qualitative Characteristics – 5 points

Safety – 5 points

Corridor/Transit Improvements – 10 points

Transit TIC

Ridership Increase – 10 points

Travel Time Reliability – 10 points (Transit Service)

- On-Time Performance – 5 points

- Qualitative Improvements – 5 points

Existing Asset Condition – 10 points (Transit Capital)

Transit Supportive Land-Use – 10 points

Bicycle TIC

Safety and Attractiveness Rating - 10 points

Connectivity Measure – 10 points

Transit Availability Index – 10 points

Direct Emissions Reduction TIC

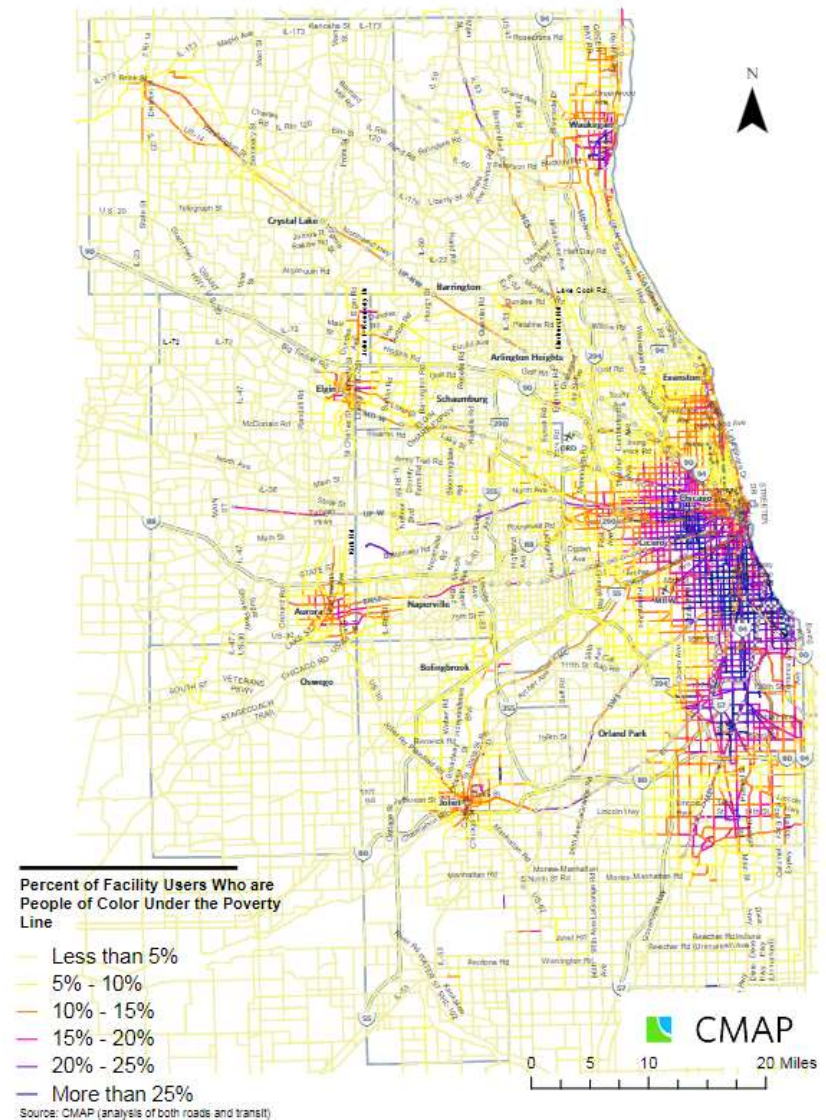
Improving Public Fleets - 5 points

Benefits to Sensitive Populations – 25 points

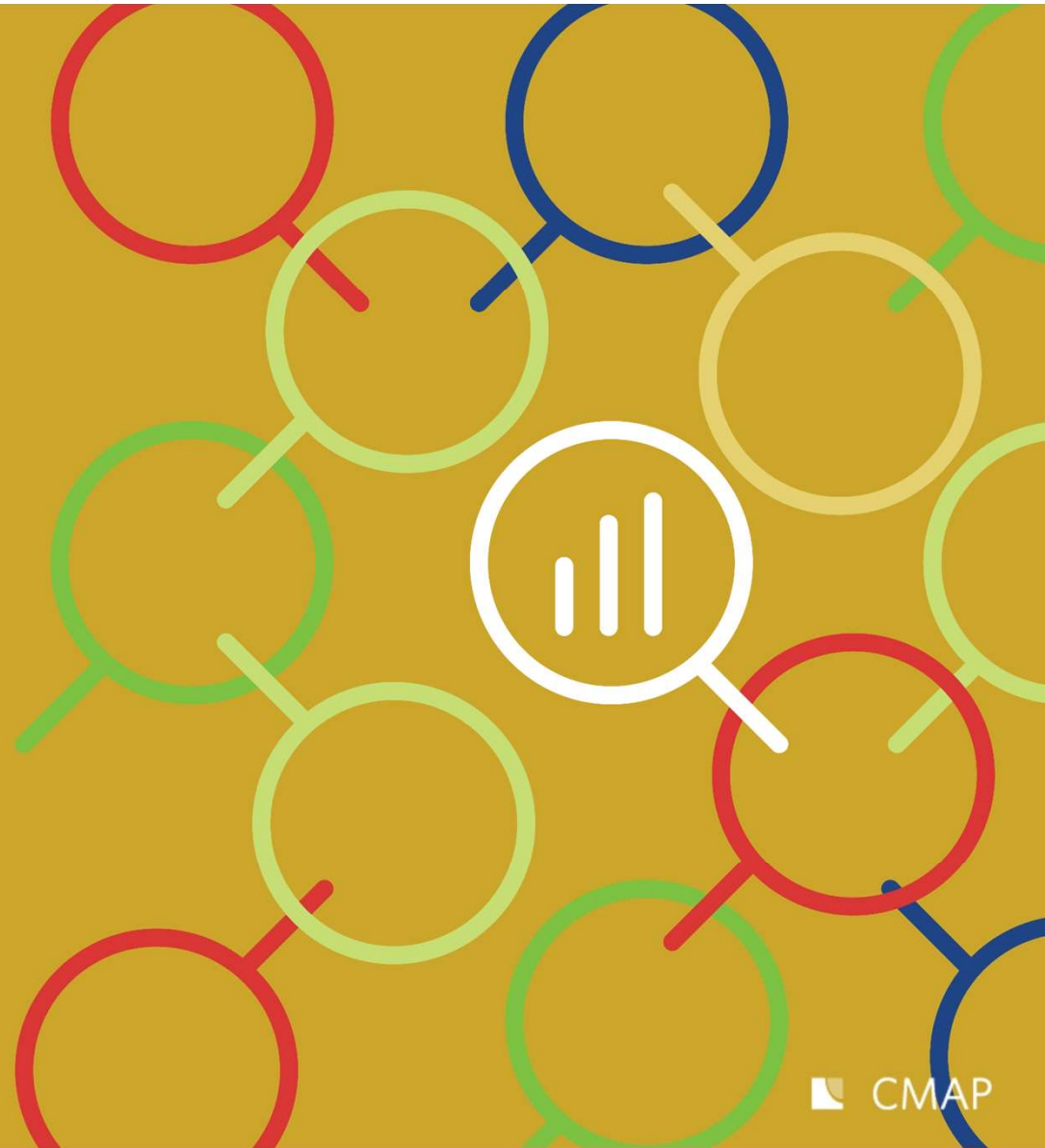
Inclusive Growth

Percent of facility **users** that are people of color and below the poverty line

10 points



TAP Evaluation



Screening Criteria

Bicycle facilities only

Included in an Adopted or Approved Plan

Schedules must be realistic

Evaluation Criteria

Completion of Regional Greenways and Trails Plan – 30 points

Population and Employment Density – 25 points

Safety and Attractiveness Rating – 25 points

Evaluation Criteria, cont'd

Inclusive Growth Regional Priority – 10 points

Project Readiness

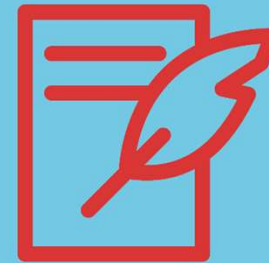
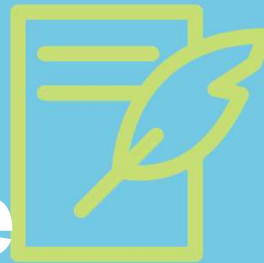
No ROW Acquisition – 5 points

Phase II engineering completed – 5 points

CMAQ and TAP-L evaluation questions?



Application Process & Timeline



Application Process

eTIP – <https://etip.cmap.illinois.gov/secure>

Application Workbook – project details for scoring

Detailed Cost Estimate and Project Schedule/Status
Update

Other forms by project type

GATA – Grant Accountability and Transparency Act

Timeline

Application Deadline – March 5 (5:00 pm)

“Save as Final” for Planning Liaison review – February 19

Project Selection Committees receive staff recommended programs – July 1

Public Comment Period – July 1 to July 30

Project Selection Committees Finalize Programs – Sept 9

CMAP Board and MPO Policy Committee approve TIP Changes – October 13

Resources

cmap.is/2021callforprojects

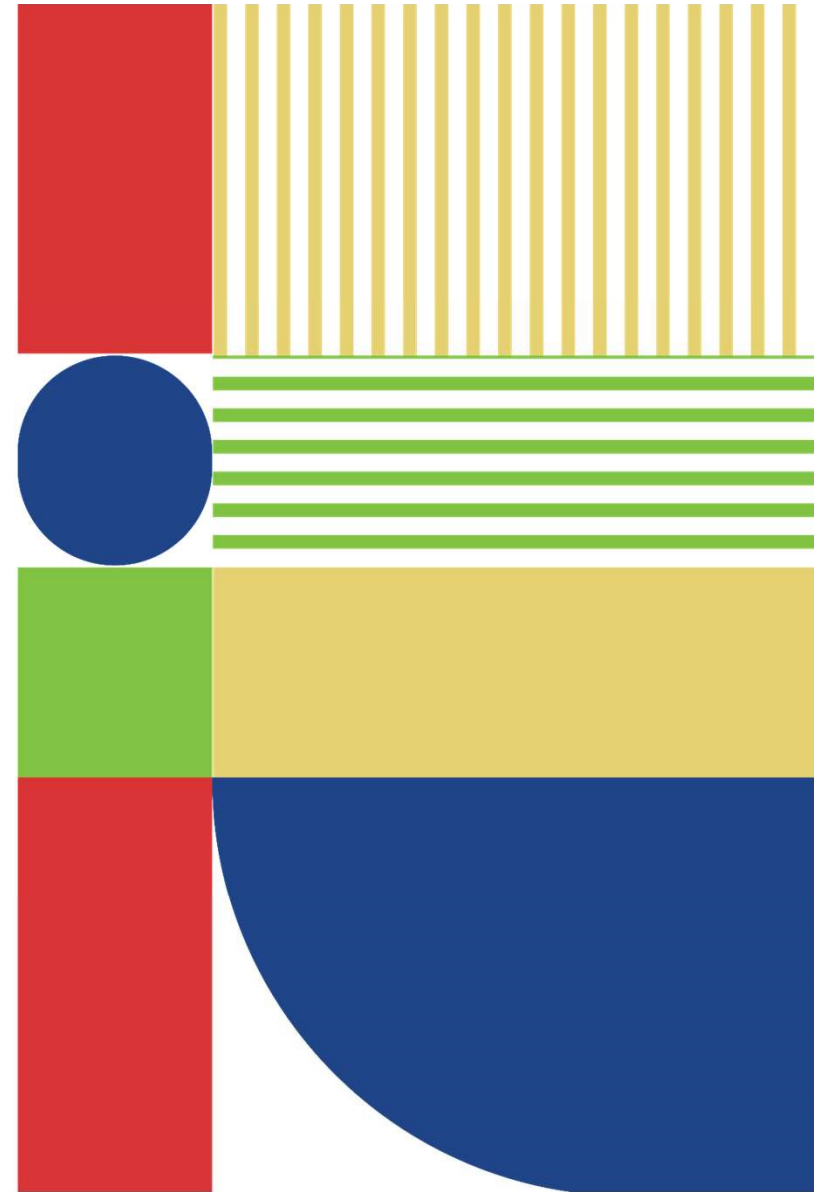
- All application materials and forms
- Webinar recordings
- FAQs page

Contact your planning liaison

**Additional
questions?**



**Join us January 15 for
webinar part 2: How to submit
an application via eTIP**





cmap.is/2021callforprojects

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